 OREGON DEPARTMENT OF TRANSPORTATION TECHNICAL SERVICES				
Traffic-Roadway Section BULLETIN				
SUBJECT Location of Crosswalks on State Highways	FINAL NUMBER DRAFT	EFFECTIVE DATE 00/00/0000	VALIDATION DATE 00/00/0000	SUPERSEDES or RESCINDS 00/00/0000
WEB LINK(S) https://www.oregon.gov/ODOT/Engineering/Pages/Technical-Guidance.aspx				
TOPIC/PROGRAM Crosswalks	APPROVED SIGNATURE Michael Kimlinger, P.E. State Traffic-Roadway Engineer			

PURPOSE

This technical bulletin provides direction and guidelines to ODOT staff, consultants, and local agencies on where crosswalks are located on the State Highway System.

ODOT staff, consultants, and local agency partners must understand where crosswalks are located so ODOT can work toward achieving its goals related to crosswalks in the Oregon Bicycle and Pedestrian Plan and fulfill its accessibility obligations.

This supersedes previous direction, guidelines, or advice from the Traffic-Roadway Section where conflicting information occurs.

DEFINITIONS

Marked Crosswalk – ([ORS 801.220](#)) Any portion of a road at an intersection or elsewhere that is distinctly indicated for pedestrian crossing by lines or other markings on the surface of the roadway that conform in design to the standards established for crosswalks under [ORS 810.200](#). OAR 734-020-0005 adopts the Manual on Uniform Traffic Control Devices (MUTCD) as those standards. Decorative pavement treatments such as brick, concrete pavers, stamped asphalt, or coloring are not crosswalk markings (see Section 310.7 in the Traffic Manual).

Unmarked Crosswalk – A crosswalk that does not have markings on the surface of the roadway that conform in design to the standards established for crosswalks under [ORS 810.200](#).

Closed Crosswalk – ([ORS 810.080](#)) A crosswalk where a road authority places and maintains signs giving notice of closure. Pedestrians are prohibited from crossing a roadway at a closed crosswalk ([ORS 810.080](#), [ORS 814.020](#)). See Section 310.8 in the Traffic Manual for more information on crosswalk closures.

Intersection – Defined in [ORS 801.320](#).

Highway – Defined in [ORS 801.305](#).

Roadway – Defined in [ORS 801.450](#).

Sidewalk – Defined in [ORS 801.485](#).

Shoulder – Defined in [ORS 801.480](#).

Alley – Defined in [ORS 801.110](#).

Pedestrian – Defined in [ORS 801.385](#).

Region Traffic Engineer – Defined in the ODOT Traffic Manual Section 100.1.

Pedestrian Access Route – A continuous and unobstructed path of travel provided for pedestrians with disabilities within or coinciding with a pedestrian circulation path.

Vacated Roadway – For the purposes of this technical bulletin, a roadway is vacated when the governing body passes an ordinance, order, or resolution granting the vacation according to [ORS 271.120](#) for cities or [ORS 368.356](#) for counties.

Planned Roadway – A planned roadway is not yet improved, designed, or ordinarily used for vehicular travel ([ORS 801.450](#)).

GUIDANCE/DIRECTION

Where Crosswalks are Located

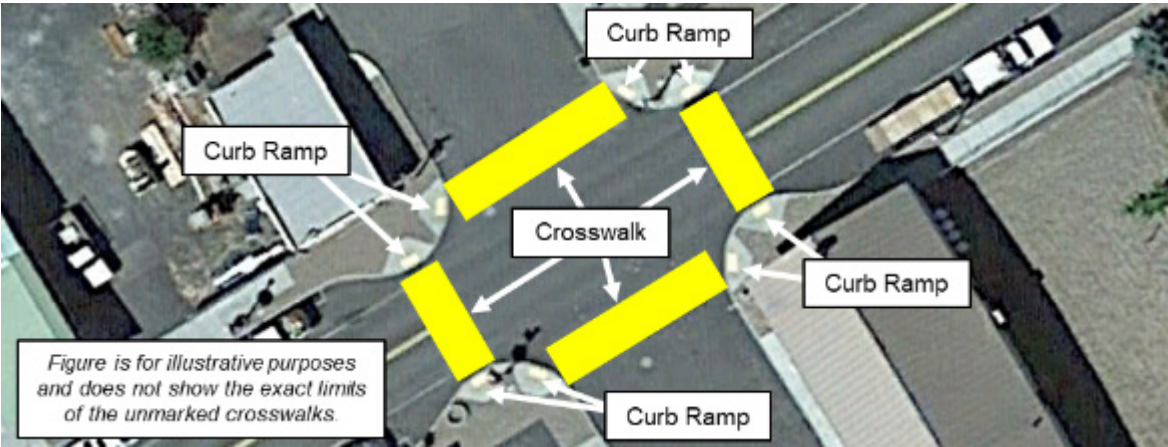
Crosswalks are located:

1. Wherever crosswalk markings conforming to the Manual on Uniform Traffic Control Devices (MUTCD, adopted in OAR 734-020-0005) are on the roadway surface (Marked crosswalks might require approval. See Section 310.0 in the Traffic Manual for requirements related to marked crosswalks on state highways.), or
2. If not marked, then across every leg of every intersection as follows unless a crosswalk is closed or does not exist as described in this technical bulletin:
 - a. Where curb ramps connect across the leg of the intersection (Figure 1), or
 - b. If not (2-a), then where a curb ramp connects with a shoulder or sidewalk across the leg of the intersection (Figure 2), or
 - c. If not (2-a or 2-b), then where shoulders or sidewalks connect across the leg of the intersection (Figure 3).

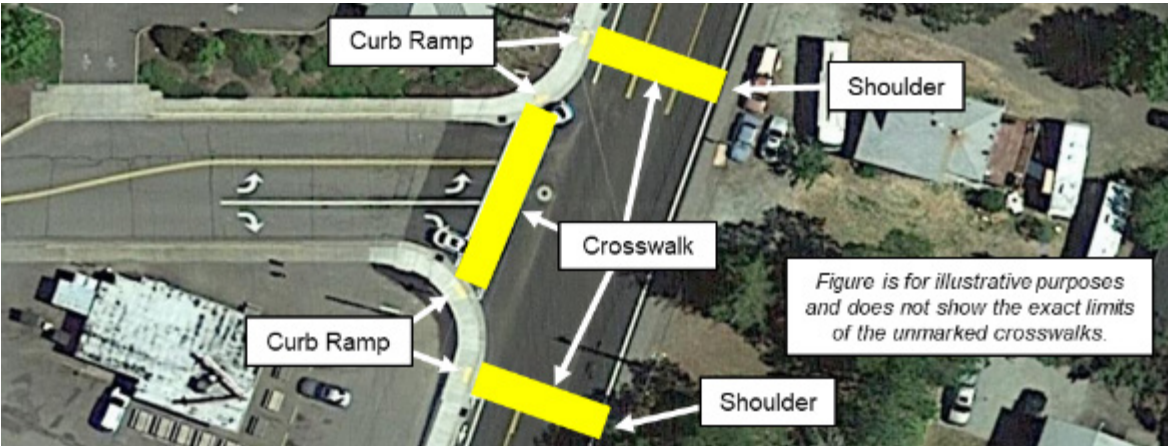
Unmarked crosswalk are 6 to 20 feet wide, centered on the connections described above, and not extending into the parallel traveled way.

An intersection exists where two or more roadways join at any angle ([ORS 801.320](#)). This includes T-intersections (where two roadways join and one of the roadways ends).

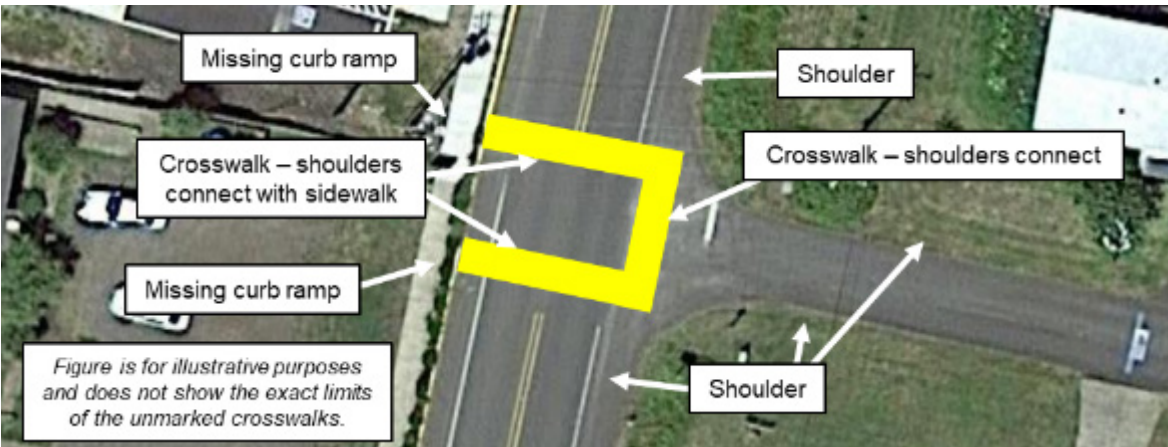
59 Figure 1: Unmarked Crosswalk Location where Curb Ramps Connect



61 Figure 2: Unmarked Crosswalk Location where Curb Ramp and Shoulder Connect



63 Figure 3: Unmarked Crosswalk Locations where Sidewalks/Shoulders Connect



Intersections with Marked and Unmarked Crosswalks

A marked crosswalk at an intersection does not change the existence of any other crosswalk at that intersection.¹ For example, the unmarked crosswalks outlined with the yellow dashed lines in Figure 4 still exist even though one of the crosswalks is marked.

Figure 4: Marked and Unmarked Crosswalk at an Intersection



Midblock Crosswalks

A midblock crosswalk is located where crosswalk pavement markings conforming to the MUTCD are present and the location is not an intersection. Unmarked crosswalks only exist at intersections ([ORS 801.220](#)).

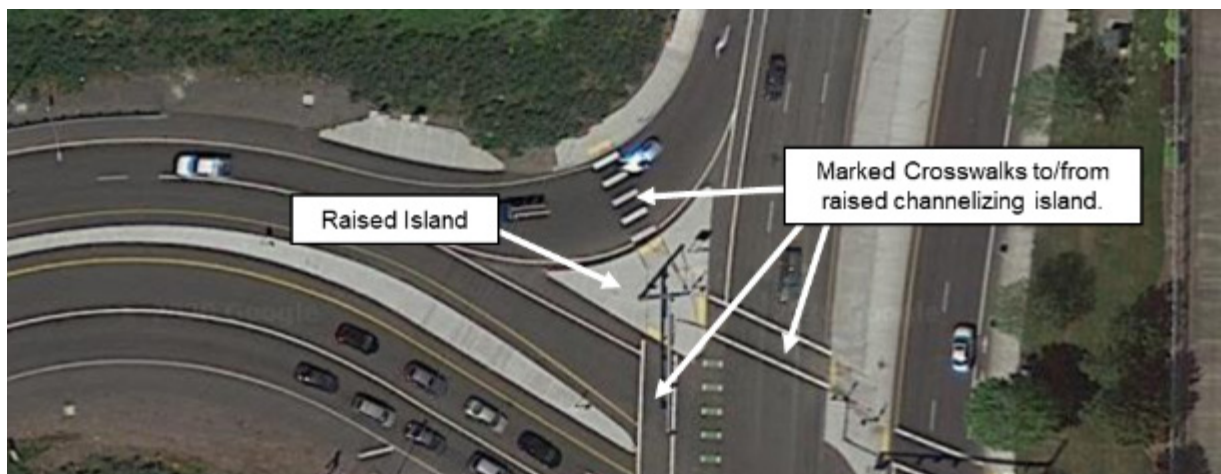
Channelized Turn Lanes

Where a raised island separates a channelized turn lane from the rest of the intersection, the crosswalks to/from the raised channelizing island are located

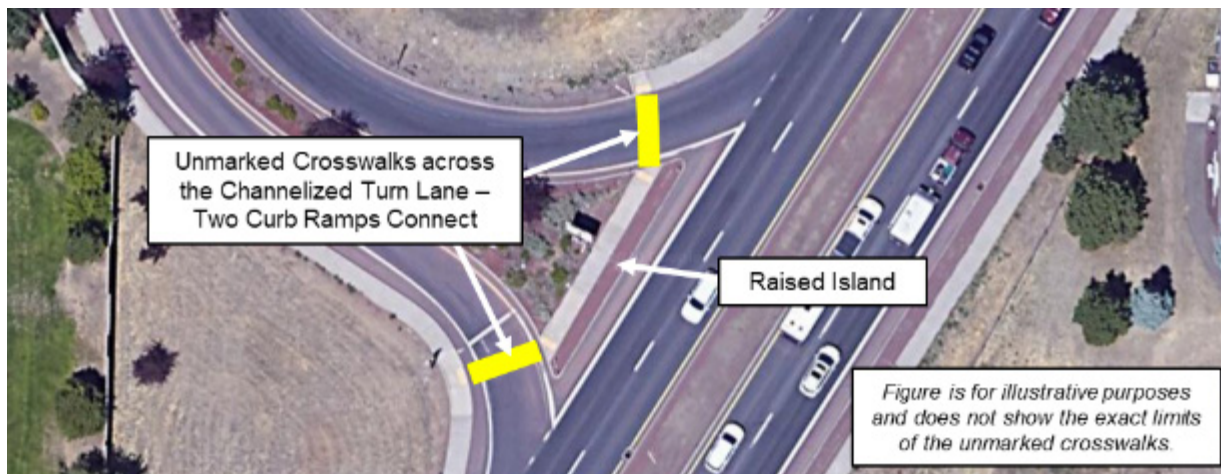
1. Where marked (Figure 5), or
2. If not marked, the crosswalks are located as follows unless a crosswalk is closed:
 - a. where the curb ramp on the island connects with the curb ramp on the opposite side of the highway or channelized turn lane (Figure 6), or
 - b. If an opposite side does not have a curb ramp, then where the curb ramp on the island connects with the shoulder or sidewalk on the opposite side of the highway (Figure 7).

¹ Some interpretations of [ORS 801.220](#) have suggested marking one crosswalk at an intersection means the opposite crosswalk no longer exists (unless it is marked too). Other interpretations have suggested marking one crosswalk means the marked crosswalk is the only crosswalk across that leg of the intersection. Road users generally expect crosswalks at intersections (marked or unmarked, unless a crosswalk is closed), so ODOT is implementing [ORS 801.220](#) this way.

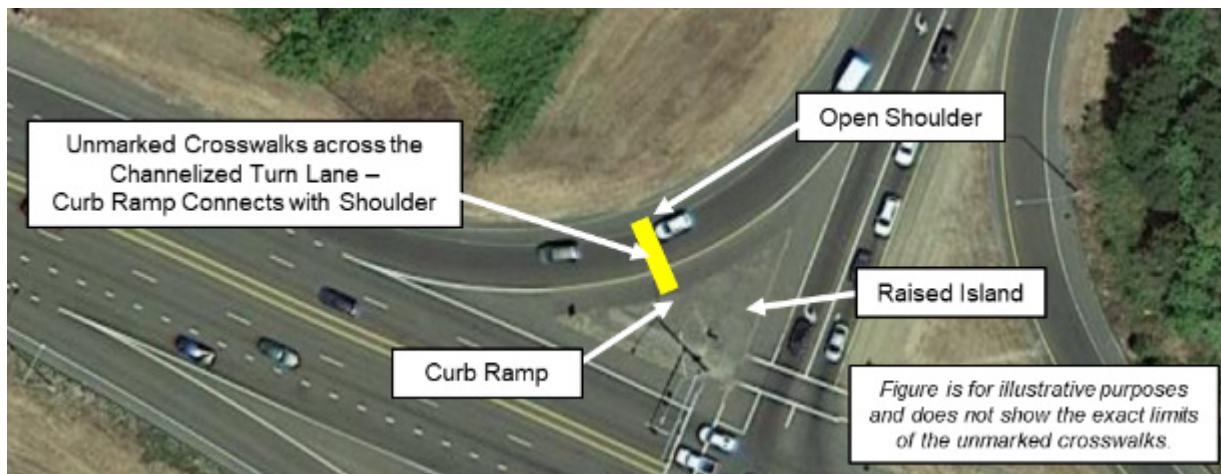
85 Figure 5: Marked Crosswalk across Channelized Turn Lane



87 Figure 6: Unmarked Crosswalks Connecting Curb Ramps across Channelized Turn Lanes



89 Figure 7: Unmarked Crosswalk Connecting Curb Ramp and Shoulder across a Channelized Turn Lane



Merging/Diverging Interchange Ramps

The location where interchange ramps merge and diverge from a main highway is an intersection because this is where two roadways join.

Crosswalks are located across merging and diverging interchange ramps so pedestrians can continue traveling along the main highway. These crosswalks are located according to the discussion under “Where Crosswalks are Located” beginning on Page 2, as shown in Figure 8, Figure 9, and Figure 10. Because ramps are tangent to the main highways where they merge or diverge, there are no crosswalks across the main highway.

Figure 8: Marked Crosswalks across Diverging Ramps

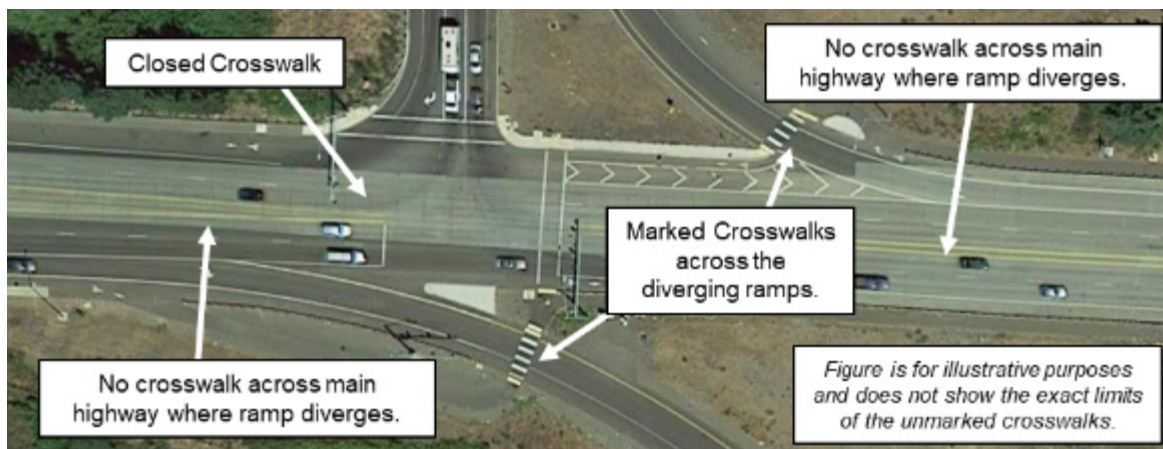
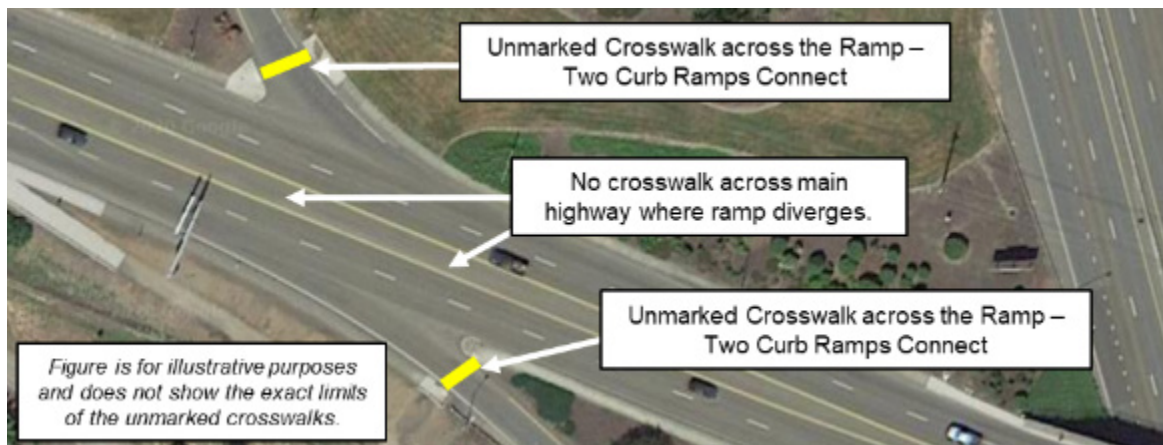
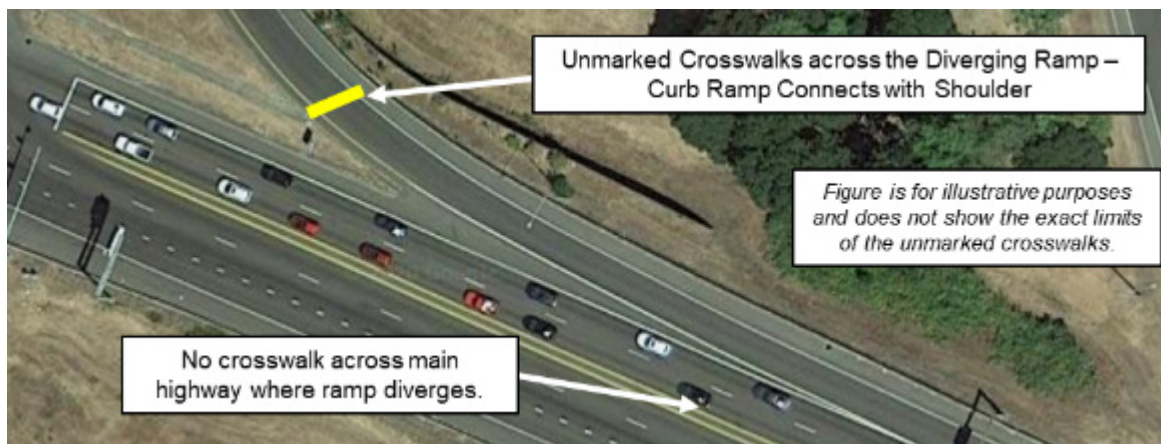


Figure 9: Unmarked Crosswalks Connecting Curb Ramps across Diverging Ramps



104 *Figure 10: Unmarked Crosswalk Connecting Curb Ramp and Shoulder across a Diverging Ramp*



105
 106 **Features that Do Not Create Intersections**
 107 Unmarked crosswalks are located at intersections. There are features where drivers can
 108 enter or exit a highway that are not intersections.

109 A pedestrian can legally cross the roadway where a crosswalk does not exist (unless
 110 prohibited by local ordinance or at a closed crosswalk), but the pedestrian must yield to
 111 vehicles on the roadway ([ORS 814.040](#)).

112 Alleys, Private Driveways, and Private Streets

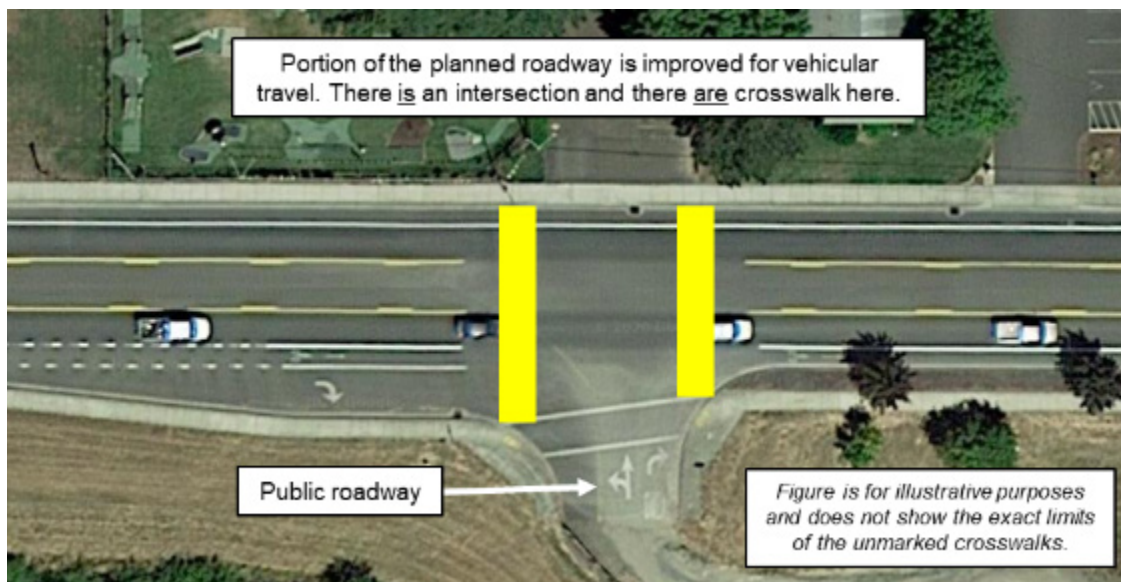
113 Private driveways, private streets, and alleys do not create intersections where they join
 114 a roadway, unless a traffic signal or STOP sign controls traffic on the highway at that
 115 junction.

116 Alleys do not create intersections ([ORS 801.320](#)). ODOT is treating private streets and
 117 private driveways like alleys because private streets and private driveways are primarily
 118 intended to provide access to properties and not intended for through vehicular traffic.

119 Planned Roadways

120 A planned roadway does not create an intersection where it is planned to meet another
 121 roadway until the planned roadway is improved, designed, or ordinarily used for
 122 vehicular travel, like in Figure 11.

123 *Figure 11: Portion of Planned Roadway Improved for Vehicular Travel*



124

125 Vacated Roadways

126 A vacated roadway does not create an intersection where it meets another roadway.

127 A roadway that a governing body vacates is no longer a public roadway. For the
 128 purposes of this technical bulletin, ODOT considers a roadway vacated when the
 129 governing body passes an ordinance, order, or resolution granting the vacation
 130 according to [ORS 271.120](#) for cities or [ORS 368.356](#) for counties.

131 Because vacated roadways are primarily intended to provide private access and not
 132 intended for through vehicular traffic, ODOT is treating vacated roadways like a private
 133 driveway or alley.

134 **Features that Interrupt Crosswalks**

135 A pedestrian can legally cross the roadway where a crosswalk does not exist (unless
 136 prohibited by local ordinance or at a closed crosswalk), but the pedestrian must yield to
 137 vehicles on the roadway ([ORS 814.040](#)).

138 ODOT is responsible for providing pedestrian facilities usable by everyone, including
 139 people who have disabilities. However, in some cases there are locations where
 140 installing a curb ramp or cut-thru is not feasible to serve a crosswalk.

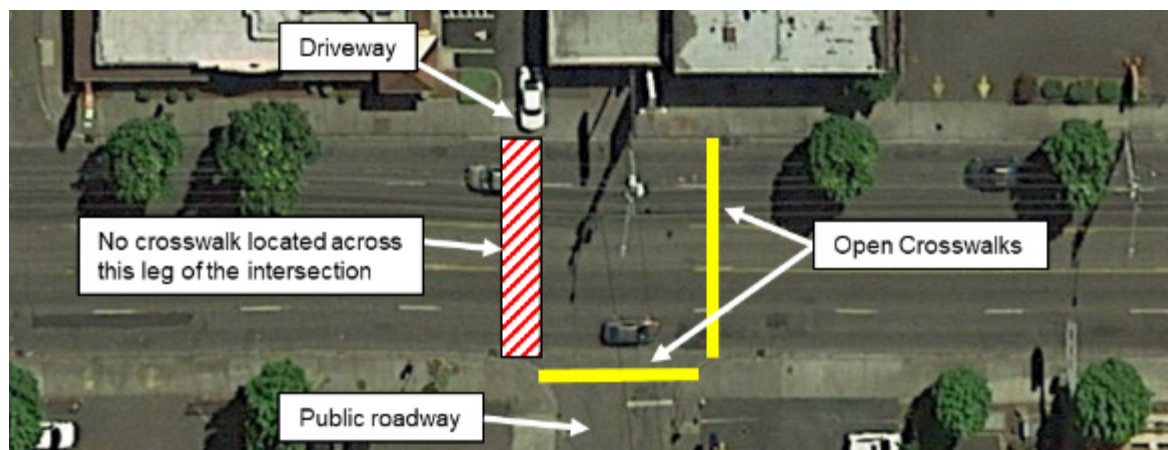
141 A crosswalk does not exist where a pedestrian does not have a shoulder or sidewalk to
 142 cross to or from, or where a pedestrian access route is not provided through a median.
 143 In these cases,

- 144 1. [Approval/concurrence process to be developed later. Process will require
 145 documentation of the alternatives explored and why it is not feasible to provide
 146 access to the crosswalk. Process will be used to update ADA curb ramp
 147 inventory.]

2. A detectable treatment shall be installed guiding pedestrians with limited or no vision to use the remaining pedestrian access route at the intersection.

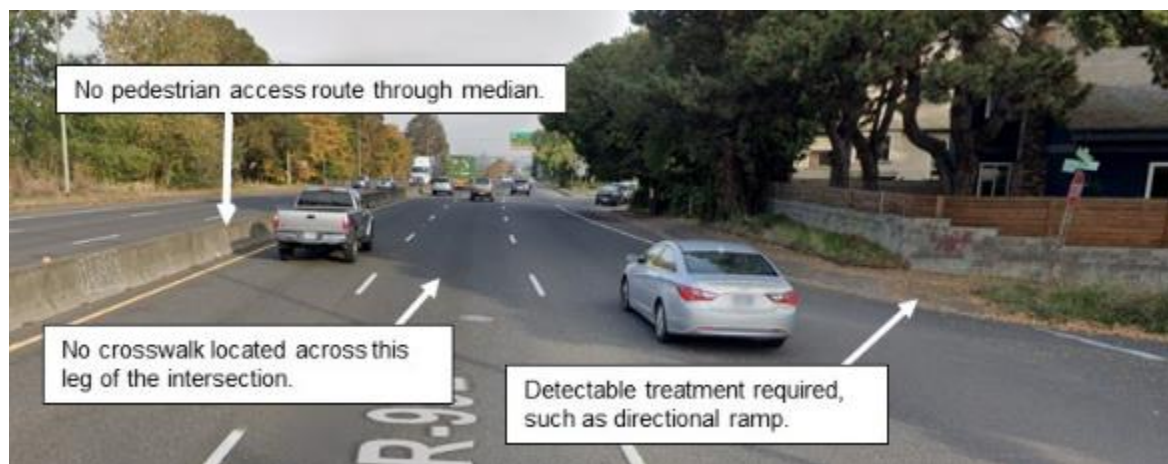
For example, a driveway at the top of the T-intersection in Figure 12 cannot be moved in a given project. Because of the driveway, a curb ramp cannot be installed in that corner to serve the crosswalk across the west leg of the intersection without creating a significantly skewed crossing that increases crossing distance and positions crossing pedestrians outside where road users expect pedestrians to cross. Therefore, there is no crosswalk across the west leg of the intersection.

Figure 12: Crosswalk Aligned with a Driveway



As another example, if the median barrier in Figure 13 was broken to provide a 6-foot-wide pedestrian access route, this would reduce the ability for the barrier to redirect an errant vehicle and increase the chance of a crossover crash because the barrier ends would need crash cushions or impact attenuators. Because there is no pedestrian access route through the median, there is no crosswalk across this leg of the intersection.

Figure 13: No Pedestrian Access Route through Median



Closed Crosswalks

Closing a crosswalk removes a link from the surrounding pedestrian network by prohibiting pedestrians from crossing at that location. ODOT can close a crosswalk using signs according to [ORS 810.080](#) where a geometric design or operational condition significantly degrades pedestrian safety and cannot be reasonably mitigated. The State Traffic-Roadway Engineer approves installation of these traffic control devices on state highways under OAR 734-020-0410.

See Section 310.8 in the Traffic Manual for guidance, direction, and process regarding crosswalk closures.

Unique Intersections

Every intersection is unique and the guidance and direction in this technical bulletin will not cover all situations.

Where this technical bulletin does not clarify where a crosswalk is located on the State Highway System, the Region Traffic Engineer may determine where a crosswalk is located with concurrence from the Active Modes Traffic Engineer in the Traffic-Roadway Section. In these cases:

1. The Region Traffic Engineer shall complete Form 734-XXXX (to be developed) and send it to the Active Modes Traffic Engineer in the Traffic-Roadway Section.
2. If the Active Modes Traffic Engineer concurs with the Region Traffic Engineer's determination, concurrence is sent to the Region Traffic Engineer and the Statewide Asset Specialist to keep the ADA curb ramp inventory up-to-date.

RESPONSIBILITIES

Use this technical bulletin for all work on the State Highway System, including but not limited to STIP projects, development projects, and projects on state highways delivered by local agencies.

- **State Traffic-Roadway Engineer** – Consider requests for crosswalk closures and marked crosswalk installations as described in the Traffic Manual.
- **Region Traffic Engineer**
 - Determine where a crosswalk is located if this technical bulletin does not clarify where the crosswalk is located.
 - Document determination on Form 734-XXXX (to be developed) and send it to the Active Modes Traffic Engineer in the Traffic-Roadway Section for concurrence.
- **Active Modes Traffic Engineer (Traffic-Roadway Section)**
 - Review and concur with determinations made by Region Traffic Engineers where this technical bulletin does not clarify the location of a crosswalk.

- Send concurrence to the Region Traffic Engineer and the Statewide Asset Specialist to keep the ADA curb ramp inventory up-to-date.

- **Statewide Asset Specialist (Traffic-Roadway Section)** – Update the curb ramp inventory using Forms 734-XXXX and 734-XXXX (both to be developed) as part of the normal inventory update process.

SPECIAL INSTRUCTIONS

The Traffic-Roadway Section will incorporate information in this technical bulletin into the following publications as appropriate:

- Traffic Manual
- Highway Design Manual
- Bike-Ped Design Guide

ODOT ARTS PROGRAM IS STARTING!

WHAT is happening?

The ODOT All Roads Transportation Safety (ARTS) Program's purpose is to achieve a significant reduction in fatalities and serious injuries through a data-driven strategic approach to improving safety on all public roads, with a focus on implementation of cost-effective and proven measures.

The **ARTS Program** is a statewide application based competitive process. Projects are ranked or prioritized based on an ODOT-approved prioritization method such as Benefit-Cost Ratio. Through the ARTS program, projects on **all public roads** in Oregon, regardless of roadway ownership, compete for Highway Safety Improvement Program funding.

The ARTS Program guidelines include:

- The program goal is to reduce fatal and serious injury crashes
- The program must include all public roads
- The program is data-driven and blind to jurisdiction
- The process will be overseen by ODOT regions
- Both "hot spot" and systemic methodology will be used
- Only proven countermeasures from the ODOT Crash Reduction Factor list will be used



ODOT is providing consultant support for data analysis, diagnosis, cost estimating, and application assistance at **NO COST TO LOCAL AGENCIES!**

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Traffic Signal Change and Clearance Intervals

Peter Koonce, PE



Presentation Outline

- What's Happening
 - What do we do now : Your input is critical
 - What to do in the future
- 

Background

Signal Timing Manual Research

ITE Panel

Motivation

ITE Appeal Process

Research Needed

Next Steps

Voting Members of Technical Advisory Committee

James	Bonneson	Kittelson
Woody	Hood	Former MD SHA
Peter	Koonce	Portland
John	LaPlante	Former Chicago
Richard	Mullinax	NCDOT
Mark	Taylor	UDOT
John	Thai	Anaheim
Alan	Davis	GA DOT
Jeffrey	Shaw	FHWA

Post Appeal Response

James	Bonneson	Kittelson	
Woody	Hood	Former MD SHA	No
Peter	Koonce	Portland	No
John	LaPlante	Former Chicago	
Richard	Mullinax	NCDOT	No
Mark	Taylor	UDOT	No
John	Thai	Anaheim	No
Alan	Davis	GA DOT	No
Jeffrey	Shaw	FHWA	

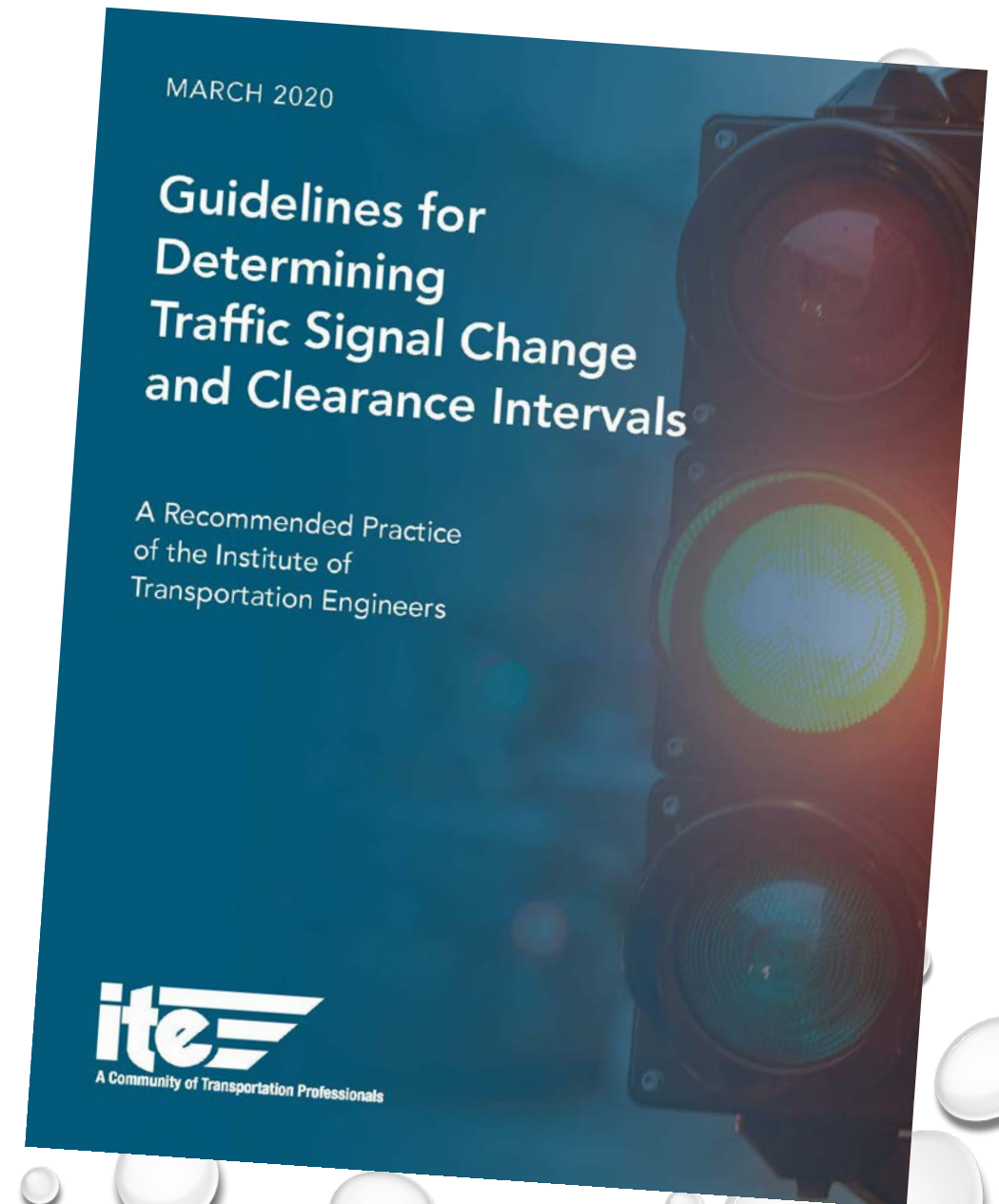
• Problem statement

- NCHRP research was conducted
- State laws vary
- Instead of using that peer reviewed process, ITE followed an appeals process



ITE Guidelines

- 12 years of committee meetings
- 9 voting members of the Technical committee
- 2 NCHRP projects
- 9 members of a practice review panel
- 3 Appeals Panel members
- 1 electrical engineer in Beaverton
- 1 advocacy organization in LA



Safer Streets LA



a grassroots organization
dedicated to **furthering the
interests of the motoring public**



“enforcement does not always
result in safer streets”.



“safety problems on our roadways
are often the result of an
engineering or information
deficiency”

DA

Davis, Alan <aladavis@dot.ga.gov>

Mon 3/16/2020 2:08 PM



Koonce, Peter; Mark Taylor <marktaylor@utah.gov>; John LaPlante <johnlaplante73@gmail.com>; jgalloway@ncdot.gov +3 others ∨

I am in agreement with you, Mark and Peter, that this significant of a change from what was balloted and what was published is problematic, at best. To be honest, I hadn't looked deep enough into the published document to notice that the formulas had changed. Guess I will be now!

I would be in support of exploring a pooled fund or similar idea. I had a conversation with Rick Denney about this about a year ago and he had some good ideas on leveraging connected vehicle infrastructure to build some empirical formulas that accurately captured driver behavior, and there are probably also many other great ideas around this.

Alan Davis, PE, PTOE

Assistant State Traffic Engineer

• Permissive vs. Restricted Yellow State Law

- Oregon is one of only 12 states with a which essentially translates into "a solid circular yellow means stop and red means stay stopped."

https://www.oregonlive.com/commuting/2014/02/joseph_rose_yellow_light_beave.html#:~:text=Not%20Oregon.,and%20red%20means%20stay%20stopped.%22&text=In%20Oregon%2C%20yellow%20lights%20require,before%20a%20signal%20turns%20red.

Appeals Panel Letter

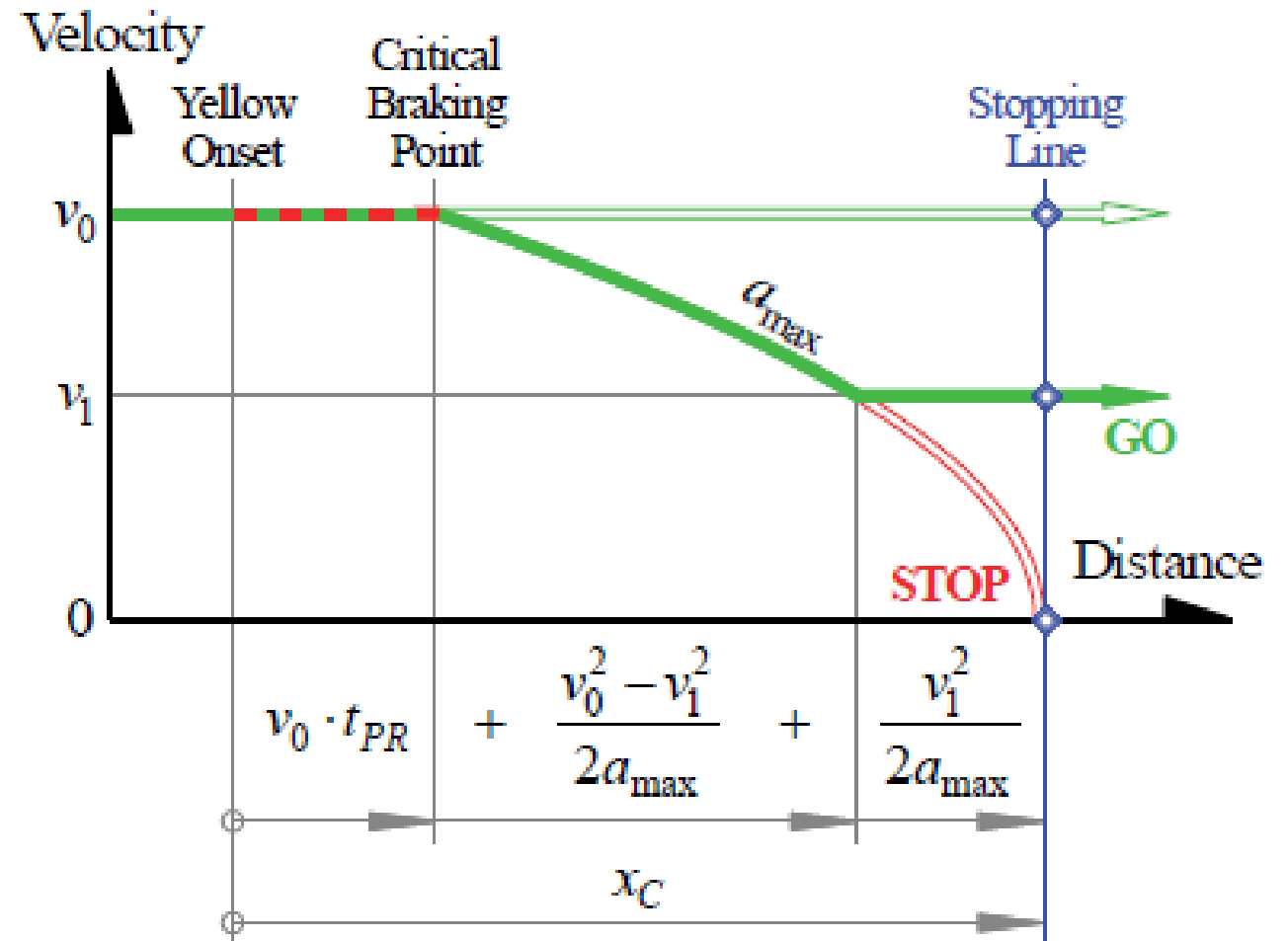
- the formulas and other material contained in the proposed ITE recommended practice are already widely used and ***have proven to result in intersection operations that are safe, efficient, and practical.***
- Several of the issues and much of the discussion at the Appeals Panel meeting centered around issues related to operation of red light enforcement cameras, which we believe is ***a related, but separate issue*** from the sound development of appropriate signal change and clearance intervals.



ITE Appeal Process

- the issue is quite complex and the changes to the Recommended Practice recommended by the Appellants to address this issue **raise practicality and implementability concerns. Therefore, a recommended solution is not offered** as this is beyond the scope of the Panel's responsibilities.

Extended Yellow Equation (unpublished)



Comparison of Yellow Change Interval – Left Turns

Yellow Change Interval (seconds) - Left Turn Movements													
Posted Speed Limit (MPH)*	Grade of Approach (%)												
	Downhill						Level	Uphill					
	-6	-5	-4	-3	-2	-1	0	1	2	3	4	5	6
25	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
30	3.3	3.2	3.2	3.1	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
35	3.8	3.7	3.6	3.5	3.4	3.3	3.3	3.2	3.1	3.1	3.0	3.0	3.0
40	4.2	4.1	4.0	3.9	3.8	3.7	3.6	3.5	3.5	3.4	3.3	3.3	3.2
45	4.7	4.6	4.4	4.3	4.2	4.1	4.0	3.9	3.8	3.7	3.7	3.6	3.5
50	5.1	5.0	4.8	4.7	4.6	4.5	4.4	4.3	4.2	4.1	4.0	3.9	3.8
55	5.6	5.4	5.3	5.1	5.0	4.8	4.7	4.6	4.5	4.4	4.3	4.2	4.1
60	6.1	5.9	5.7	5.5	5.4	5.2	5.1	5.0	4.8	4.7	4.6	4.5	4.4
65	6.5	6.3	6.1	5.9	5.8	5.6	5.5	5.3	5.2	5.1	5.0	4.8	4.7

Yellow Change Interval (seconds) - Left Turn Movements													
Posted Speed Limit (MPH)*	Grade of Approach (%)												
	Downhill						Level	Uphill					
	-6	-5	-4	-3	-2	-1	0	1	2	3	4	5	6
25	5.7	5.4	5.1	4.9	4.6	4.5	4.3	4.1	4.0	3.9	3.8	3.7	3.6
30	6.9	6.5	6.1	5.8	5.5	5.2	5.0	4.8	4.6	4.5	4.3	4.2	4.1
35	8.1	7.6	7.1	6.7	6.3	6.0	5.8	5.5	5.3	5.1	4.9	4.8	4.6
40	9.3	8.7	8.1	7.6	7.2	6.8	6.5	6.2	5.9	5.7	5.5	5.3	5.1
45	10.5	9.7	9.1	8.5	8.0	7.6	7.2	6.9	6.6	6.3	6.1	5.9	5.7
50	11.7	10.8	10.1	9.4	8.9	8.4	8.0	7.6	7.2	6.9	6.7	6.4	6.2
55	12.9	11.9	11.1	10.3	9.7	9.2	8.7	8.3	7.9	7.6	7.3	7.0	6.7
60	14.1	13.0	12.0	11.2	10.6	10.0	9.4	9.0	8.6	8.2	7.8	7.5	7.3
65	15.3	14.1	13.0	12.2	11.4	10.7	10.2	9.7	9.2	8.8	8.4	8.1	7.8

*Posted Speed Limit: Yellow change interval calculated using posted speed limit minus 5 mph



Traffic Signal Change and Clearance Intervals: Research Still Needed!

BY JEFF A. LINDLEY, P.E. (F)

Yellow change and red clearance intervals have been a topic of research for at least the last 60 years. It would be easy to assume that we now know all we need to know about the subject and that the remaining challenge is merely to put what we know into practice. But there is still much about driver behavior at intersections during traffic signal changes that we don't know with certainty or completely understand. During the development of the ITE *Guidelines for Determining Traffic Signal Change and Clearance Intervals* Recommended Practice, current knowledge, research, and practice in this area was documented, but the following 11 areas of interest were identified where additional study or new research is

ity of high-resolution driver behavior data sets would add value to this type of research.

- **Approach and passage speed variations associated with different left-turn lane characteristics.** Left-turn lanes have a variety of geometric and operational characteristics potentially affecting their approach and passage speeds that would benefit from additional research, including (for example): speed limits less than 30 miles per hour (mph) (50 kilometers per hour [km/hr]), turn-lane length, number of lanes, signal phasing, and movements where U-turns are allowed in addition to left turns on single- or multi-lane approaches. This research should also

OTCDC Input

Part 0: Discuss Research/Trials

- PBOT added Clearance Interval time at several left turns
 - Added 0.5 seconds of red clear for six intersections
 - Study benefits of longer left turn red interval
- Variable added red interval with detection (Dave Hatch)
- What are your ideas?



OTCDC Input

Part 1: Restrictive Yellow

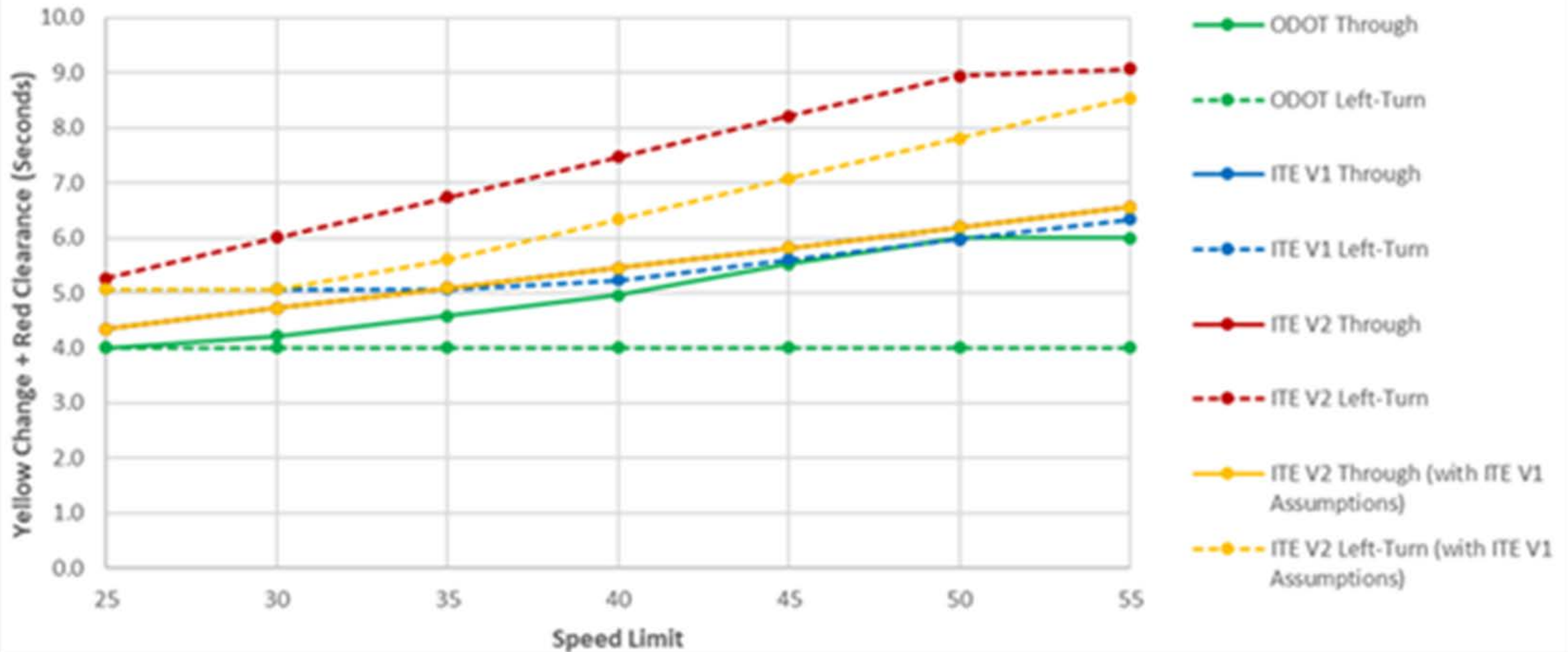
- Confirm that restrictive yellow rule is desirable
 - Implications with enforcement & automated enforcement
 - Safety benefits research (future effort)

MUTCD 4D.26

- *A yellow change interval should have a minimum duration of 3 seconds and a maximum duration of 6 seconds. The longer intervals should be reserved for use on approaches with higher speeds.*
 - *What is a higher speed?*
- *Except when clearing a one-lane, two-way facility (see [Section 4H.02](#)) or when clearing an exceptionally wide intersection, a red clearance interval should have a duration not exceeding 6 seconds.*

Calculations from ITE Guidelines

Yellow Change + Red Clearance (Grade = 0%, Width = 70 feet)



OTCDC INPUT Part 2: OR Supplement

- CURRENT MUTCD 4D.26: Engineering practices for determining the duration of yellow change and red clearance intervals can be found in ITE's:
 - "Traffic Control Devices Handbook"
 - "Manual of Traffic Signal Design" (see [Section 1A.11](#)).
- Will we cite the ITE Guidelines for Determining Traffic Signal Change and Clearance intervals document or NCHRP 731?

OTCDC INPUT Part 3: What to do next

- FHWA has committed \$250,000 of fiscal year 2020
- ODOT and PBOT has committed \$\$
- Recruitment efforts ongoing
 - Scottsdale, AZ
 - Austin, TX
 - Seattle, WA
 - Anaheim, CA
 - **Your community?**
 - GEORGIA DOT
 - ARIZONA DOT
 - UTAH
 - INDIANA
 - VIRGINIA



Next Steps

- Identify resources for use in research
- Additional meetings
- Future discussions

Highway Division Maintenance Operational Notice

Number	Supersedes	Effective Date	Cancellation Date
MG 14-04	New	June 24, 2020	N/A
Subject		Issuing Body	
Permitting Rerouting Pedestrians into ODOT Roadways to Accommodate City Sidewalk Closures		<i>Lucinda Moore</i> <hr/> Luci Moore Maintenance and Operations Engineer	

PURPOSE:

To provide direction on when it may be appropriate to allow the parking area of a state highway to be used as a temporary pedestrian path when the City has closed their sidewalk to accommodate expanded restaurant seating or other business use to maintain social distancing related to COVID-19. This direction is not intended to be a permit attachment but rather to help in determining when or if a permit is appropriate and if so, what to include as a permit provision.

BACKGROUND

With the need for social distancing due to COVID-19, several Cities have asked about allowing restaurants and other local businesses to expand onto sidewalks and into the roadway. The issues are complex in these urban environments due to ownership variations in the sidewalk and roadway, and the use of Highway Trust Funds allowed by the Oregon Constitution. There are also safety, mobility, and ADA issues to be taken into account.

While we recognize the economic impact COVID-19 closures have had, restaurant seating and other private business use of the state highway would not be consistent with the use of Highway Trust Funds so should not be allowed by permit.

Based on conversations with Department of Justice, Maintenance Leadership Team and Traffic-Roadway, it was determined that the parking area of the state highway may be used as a temporary pedestrian path when the City has closed their sidewalk to accommodate expanded restaurant seating or other business use to maintain social distancing related to COVID-19.

GUIDELINES:

Each request should be considered on a case-by-case basis. At the District Manager's discretion a Miscellaneous permit may be issued when:

- The City owns the sidewalk immediately adjacent to a state highway and the state highway includes a designated parking area.

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- The City is closing the city sidewalk to allow expanded restaurant seating or other business use and desires to close the parking area to create a temporary pedestrian path.
- The parking area is used only as a temporary pedestrian path. No tables, chairs, benches, planters, signs other than official traffic control devices, or other items are placed in the roadway.
- There would not be an impact to freight movement or an overall negative impact on pedestrians or motor vehicle traffic.
- There is no nearby highway construction, maintenance or Utility permitted work scheduled that would conflict with the proposed pedestrian routing.
- The speed of the state highway is 30 mph or less.
- The area is not immediately adjacent to rail tracks.
- Disabled parking space(s) or loading zones are not impacted or any impact will be mitigated by the City.
- The parking area closure is as at least 40 feet away from any bus stop unless the City has coordinated the temporary relocation of the bus stop.
- The alternate pedestrian path would be at least 5 feet away from an alley or driveway unless the alley or driveway is closed to mitigate the impact.
- The City obtains a permit for use of the State Highway.

The City would be responsible for all aspects of the activity including: ADA accommodations (temporary curb ramps, parking spaces, etc.), traffic control, determining the appropriate number of parking spaces that are closed, the cleanup of litter and debris and mediating any potential tripping hazards, and repair of any damage to the state highway caused by the activity.

A standard Miscellaneous permit would be issued to the City. The permit should clearly describe the state highway parking area to be closed and the City's responsibility to provide a clearly marked pedestrian path that meets current ADA standards.

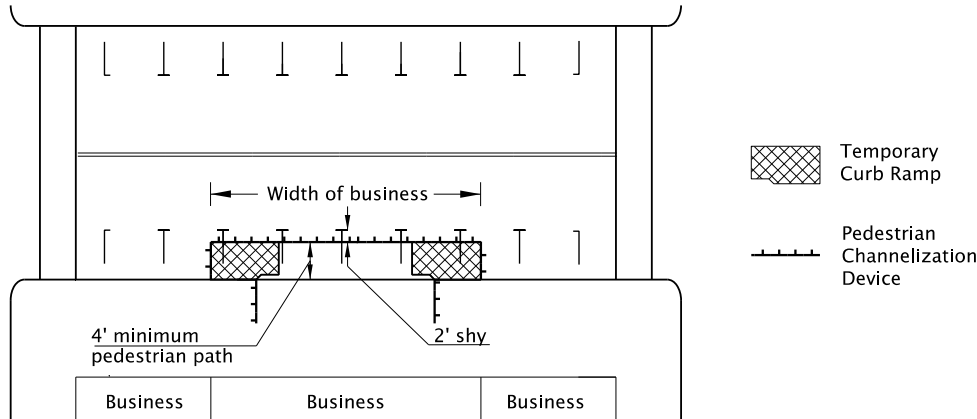
Proof of insurance with ODOT named as an additional insured should be required.

The parking area is to be closed using Pedestrian Channelizing Devices (PCD) meeting ODOT standard specification 00225.12 and interlocked to form a rigid, stable, continuous guidance system. Ballasts are to be used as necessary on the legs of the PCD for stability. A minimum 2' of shy between traffic and the pedestrian path is to be maintained.

When the parking area to be closed is not accessible by an existing curb ramp, a temporary curb ramp (as specified in the [ODOT Standard Detail – Temporary Sidewalk Ramps](#)) to accommodate pedestrians is to be in place. The City is to remove the temporary curb ramp and restore the parking area at the expiration of the permit.

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This is a sample of a mid-block parking area closure, included only for the district's information. It would be the City's responsibility to determine the appropriate layout for the specific parking area closure.



The closure of the parking area should be short term as determined appropriate by the District Manager. If the City desires continual or long term use of the state highway parking area, consideration should be given to adjusting the curb line to allow the City additional width for their sidewalk to accommodate their desired uses.

The permit maybe cancelled at the District Manager's discretion such as if the activity creates an obstruction to or causes congestion of pedestrians or motor vehicle traffic or otherwise creates a safety hazard; or interferes with the construction, maintenance or operation of the state highway. In the event of emergency highway or utility repair, the City may be asked to clear the parking area to accommodate the emergency repair.

If the permit request does not meet these criteria, a permit should not be issued. However other alternates may be available including:

- Using city streets for the restaurant seating and allowing local traffic to be detoured onto the state highway
- Using alleys or empty lots near the businesses for additional seating.
- Suggesting the city close their sidewalk to be used for additional restaurant seating and reroute pedestrian traffic to the sidewalk on the other side of the street to separate them from the eating areas.



Grants Pass, OR July 2020

Reopening Communities, Re-envisioning Spaces

Reopening Communities

As communities across the state reopen, the Oregon Department of Transportation is seeking creative and innovative ways to support local communities and local businesses. As the owner of many public roads, we're working with communities to re-envision how to safely use available space during these unprecedented times. With the need for social distancing due to COVID-19, ODOT is partnering with cities to temporarily expand businesses onto sidewalks while keeping pedestrians safe and ensuring responsible stewardship of public funds. ODOT recognizes the diverse needs of communities and businesses across the state — but also recognizes a shared goal to keep the transportation system moving, reopen communities, maintain social distance, and re-envision our public spaces. Under ODOT's Operational Notice MG 14-04, cities may apply for a permit under the Reopening Communities, Re-envisioning Spaces Program.

City-owned Sidewalks Expansion

When a city expands restaurant seating or other business use onto a city owned sidewalk, a permit may be issued to allow sidewalk users to divert onto protected areas of the roadway. Restaurant seating and other private business use cannot occur on a state highway, either in the parking lane or on a state-owned sidewalk. If a city closes a city owned sidewalk to allow for social distancing, temporary closure of parking areas on the state roadway may be used for sidewalk users. Ongoing ADA accessibility and other requirements remain intact, and under a permit issued pursuant to this program are the responsibility of the city.

Re-envisioning Spaces

Knowing that not every city owns the sidewalks where businesses seek expansion or other barriers may exist for using this new process, ODOT also urges cities to think creatively in the use of their existing roadways and public spaces. Using city streets and detouring traffic onto the state highway, using alleys or empty lots near the businesses for additional seating, rerouting pedestrian traffic to the other side of the street, or even changing ownership of sidewalks or streets to a city are all options that may be available.

Together we can reopen our communities, re-envision our spaces, and support a strong and safe Oregon.

Contact: For more information on how this might work in a specific community, city staff are asked to reach out directly to the local ODOT District Manager.